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is not practicable wet places and pools should be oiled. The drainage and filling up of wet places is a *permanent* antimalarial work, done once for all. Where they can be done they are far better than quinine prophylaxis, which must be continued year after year.

In a community using quinine prophylaxis there will still be a certain number of cases of malarial fever. Some of these will be failures of the method, but others, and the majority if it be used properly, will be relapses of previous malarial infections from the last season. In the Italian army in 1911 we have seen that there were 304 relapses and 186 new cases to 10,000 men. A certain number of these relapses are indeed prevented by quinine prophylaxis, but not all.

NOTE.—It would appear that in those sections of the United States where malaria is present and the people are as intelligent as those in the malarious districts of Italy equally good results can be obtained by the use of quinine in the prevention of malaria.—EDITOR.

CAR SANITATION.

CLEANSING AND DISINFECTION OF RAILROAD COACHES—A REPORT OF METHODS USED AT ASHEVILLE, N. C.

By A. D. FOSTER, Passed Assistant Surgeon, United States Public Health Service.

I have the honor to transmit the following report regarding the methods in use at Asheville, N. C., for the sanitation and disinfection of railroad cars as carried out by the Pullman and the Southern Railroad Cos.

In the State of North Carolina there is no State law regulating the sanitation of railroad coaches, and the measures now being carried out were instituted by the railroad companies of their own volition for the protection of the traveling public.

Disinfection of Sleeping Cars.

Upon arrival in Asheville, as soon as the passengers have disembarked, the car is shunted to a side track in the railroad yards. This track is used exclusively by cars undergoing cleaning and disinfection. On each side of the track is a platform several hundred feet long and built on a level with the floor of the car itself.

The ventilators and windows of the car are tightly closed, the berths are taken down, and blankets, pillows, and mattresses are spread out so that the formaldehyd gas may have access to the contents of the car. When this has been done, three galvanized iron pails are placed on the floor of the car, one at each end and one in the center of each car. In each pail are placed 500 c.c. of commercial formalin and 250 grams of potassium permanganate, and the doors of the car are tightly closed. The car remains closed for about 12 hours; the windows and doors are then opened to air the car and to free it from the gas. All carpets, upholstered seats and backs, blankets, and pillows are removed from the car and placed on the platform in the air outside.

Dust is removed from the removable seats, backs, and carpets by means of compressed air, the force of which is so great that it removes practically every particle of dust. The carpets, seats, blankets, etc., are left out in the platform in the sun and air until the interior of the car is cleaned. The hose furnishing compressed air is then taken into the interior of the car and dust is removed from every part of the interior by this means. A force of car cleaners is then put to work with buckets of hot water, and by means of soap and scrubbing brushes the floor of the interior of the car is cleaned, the woodwork being wiped off with damp cloths.

Drinking-water tanks and spittoons are taken out on the platform where they are cleaned. The water tanks are scrubbed inside and out with hot water and Sapolio, rinsed with clean water, and then placed over a steam pipe and sterilized with live steam. Spittoons are first cleaned and then sterilized with steam. A small quantity of formalin solution is also placed in each spittoon.

Once a month the tanks used for storing water which is used for washing purposes in toilet rooms are flushed out and cleansed.

After the interior of the car has been thoroughly cleaned, the water tanks are replaced, and carpets, upholstered seats, pillows, and blankets are put back into the car, after having had a thorough airing in the sun. Owing to the care which necessarily must be used in washing woolen blankets, they are periodically shipped to special laundries experienced in this work, where they are washed and combed.

Besides the fumigation with formaldehyd gas, the toilet rooms are cleansed mechanically by scrubbing the floors with hot water and soap, and an acid solution is used to remove stains from the hoppers in the closets.

Cleaning and Disinfection of Day Coaches.

If carpets are used in the car, they are removed from the car and carried out on the platform, where the dust is removed by means of compressed air. The upholstered seats are also cleaned by the same means.

One of the places in a railroad car where dirt is frequently lodged is behind the steam pipes which run along both sides of the car. It is found that compressed air under a pressure of from 80 to 100 pounds is the best means of removing the dust which lodges in these places. On and behind these pipes is the place where passengers are apt to expectorate, and in order to clean these parts of the car thoroughly a hose delivering live steam is carried into the car and the pipes and the

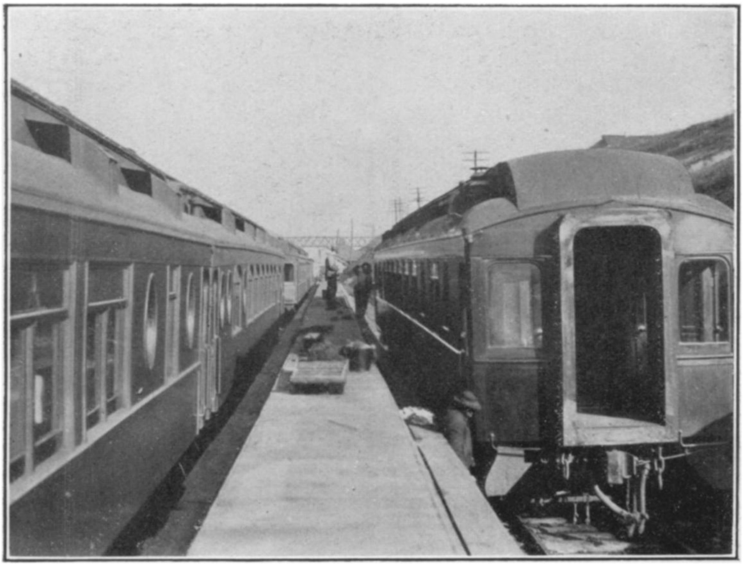

FIG. 1.—CARS ON SIDE TRACK READY FOR DISINFECTION.

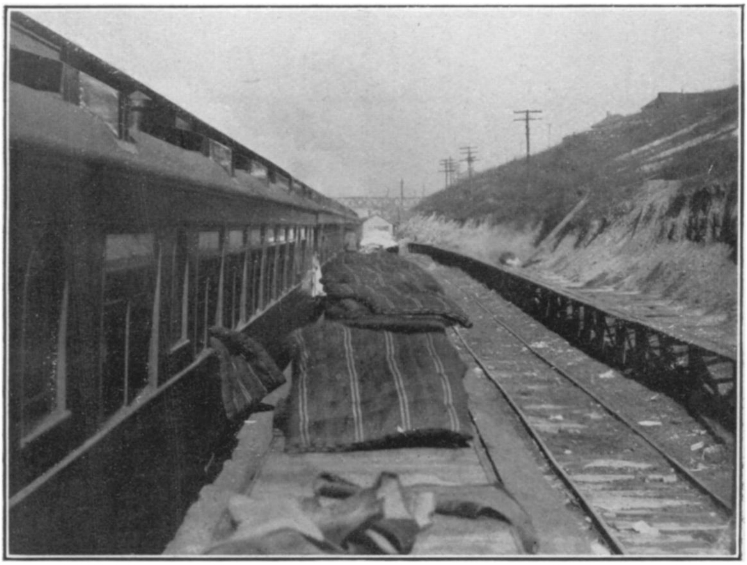

FIG. 2.—REMOVING MATTRESSES THROUGH CAR WINDOWS FOR AIRING AFTER FORMALIN DISINFECTION.

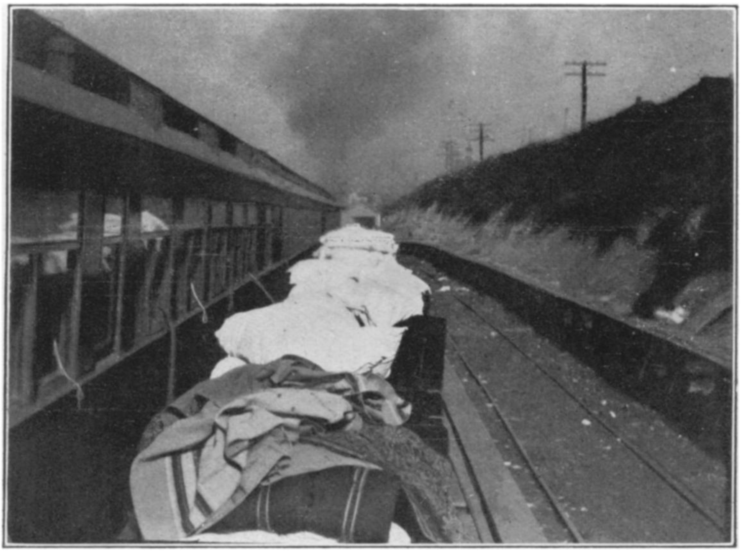

FIG. 3.—MATTRESSES, PILLOWS, AND BLANKETS REMOVED TO PLATFORM AFTER FORMALDEHYD DISINFECTION.

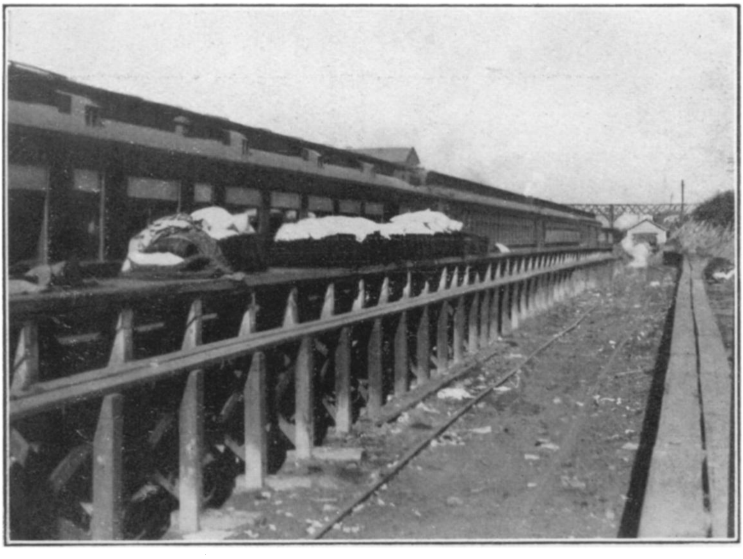

FIG. 4.—REMOVABLE UPHOLSTERY OF SEATS REMOVED AFTER FORMALIN DISINFECTION, PLACED ON PLATFORM READY FOR CLEANING BY COMPRESSED AIR.

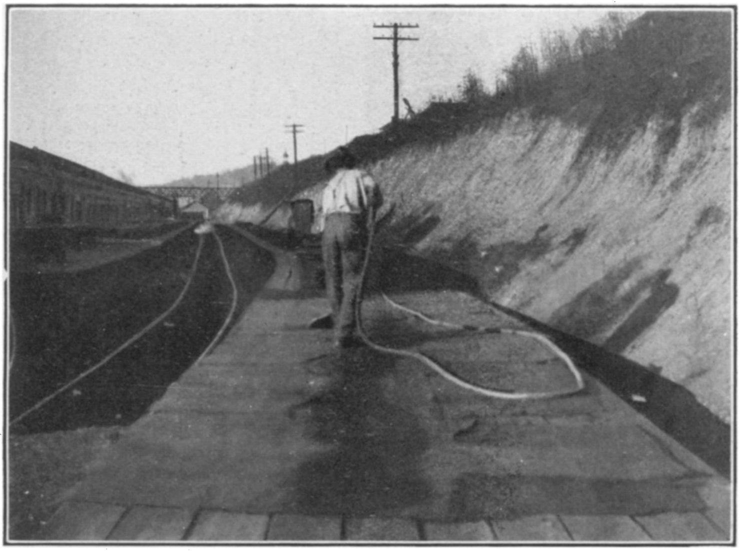

FIG. 5.—CLEANING CARPETS BY COMPRESSED AIR.

space between the pipes and sides of the car are thoroughly steamed. After this has been done the floor of the car and toilet rooms are scrubbed with soap and hot water. The hoppers in the closets are steamed and stains removed with a weak acid solution.

The drinking-water tanks are removed and scrubbed with hot water and Sapolio, both inside and outside, and are then steamed, care being taken that the steam hose does not come in contact with the interior of the tank.

Cleaning of Mail and Baggage Cars.

Dust is removed from the interior of the car by means of compressed air after opening all doors and windows. The floors are scrubbed with soap and hot water, and the walls are washed down in the same way.

Since this section of North Carolina is a region much frequented by tuberculous persons who come to Asheville and neighboring points, the sanitation of railroad coaches is a matter of great importance. Asheville is the terminus of four divisions of the Southern Railroad Co., and consequently sleeping cars lie over usually about 12 hours, which time affords ample opportunity for their thorough disinfection.

BLINDNESS IN CEBU.

A REPORT OF AN INVESTIGATION REGARDING ITS PREVALENCE AND CAUSES.

By Louis Schwartz, Assistant Surgeon, United States Public Health Service.

An investigation of blindness in Cebu was undertaken for the following reasons: To ascertain the extent to which blindness exists and its chief causes; to select suitable cases for surgical treatment at the new Southern Islands Hospital; to let those suffering with eye disease know that they can obtain special treatment at the hospital; and to give those unable or unwilling to come to the hospital remedies which they could use themselves.

Letters were written by the district health officer of this Province to the local health officers, or to the "presidentes" of towns having no health officers, asking them to assemble as many of the blind of the town as possible on a certain date and hour for examination by the author with the view of determining which of them could have sight restored by surgical procedure. Those selected would be treated by me at the Southern Islands Hospital, and the transportation to and from the hospital of those who were poor would be paid by the Province.

The fear of the natives of being arrested as lepers or of being compelled to undergo an operation made it very difficult to induce the blind to come for examination, and as a consequence all the blind in